

Certification

STIP

Development & Amendment Process



Certification

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Requirements

In accordance with 23 CFR 450.220, the Idaho Transportation Department hereby certifies that its statewide transportation planning process is addressing major issues facing the state and its non-urbanized areas, and is being carried out in accordance with the following requirements:

- 49 U.S.C. Section 5323(k), 23 U.S.C. 135, and 23 CFR part 450.220;
- Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794;
- Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded project (Sec. 105 (f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);
- The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation;
- The provision of 49 CFR 20 regarding restrictions on influencing certain activities; and
- (for states with non-attainment and/or maintenance areas outside metropolitan planning area boundaries) Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)), and IDAPA 58.01.01.563-574.

Further, the Idaho Transportation Department concurs with the self-certifications of the Community Planning Association of SW Idaho, Bannock Planning Organization, and Bonneville Metropolitan Planning Organization regarding the development of Metropolitan Transportation Improvement Programs.

Other Requirements

As required by 23 CFR 450.212, the STIP was developed with **public involvement** under the process adopted by the Idaho Transportation Board on March 9, 1995.

Projects contained in the STIP are consistent with the *Idaho Transportation Plan*, as published by the Idaho Transportation Department in May 1995.

For all **air quality** nonattainment and maintenance areas in Idaho, the STIP conforms to all applicable criteria and procedures in 40 CFR Part 93 and IDAPA 58.01.01.563-574. These criteria and procedures have been satisfied during the TIP and STIP development and review processes. The STIP complies with all applicable conformity requirements, including those relevant to specific pollutants and implementation plan status.

The Idaho Transportation Department, as the Governor's designee, approved the metropolitan transportation improvement programs (MTIPs) for the Community Planning Association of SW Idaho, Bannock Planning Organization, and Bonneville Metropolitan Planning Organization as well as interim MTIPs for the newly developed metropolitan planning organizations of Kootenai Metropolitan Planning Organization and Lewis-Clark Metropolitan Planning Organization. All MTIP federal-aid projects are included in the STIP without modification as well as locally funded projects that are regionally significant.

All MTIP projects in the three years of the STIP are selected by agreement with the metropolitan planning organizations as provided for under 23 CFR 450.222. This means that projects in the second or third year could be moved to the first year without amendment. Any projects shown beyond the first three years are for information only.

October 2, 2003

STATEWIDE TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

The Idaho Transportation Department hereby certifies that its statewide transportation planning process is addressing major issues facing the State and its non-urbanized areas, and is being carried out in accordance with the following requirements:

- I 49 U.S.C. Section 5323(k) and 23 U.S.C. 135;
- II Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- III Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded project (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR, part 23);
- IV The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation;
- V The provision of 49 CFR part 20 regarding restrictions on influencing certain activities; and
- VI Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)).

Charles M. Rountree
Transportation Planning Administrator



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Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP) must be based on a transportation planning process. The transportation planning process establishes policy and addresses the overall direction in the allocation of resources and coordination of the different modes of transportation. It classifies the various systems according to their function and assesses the performance and condition of the different modes and makes recommendations for improvements. It reviews the relationship of transportation to land use, economic development, the environment, and energy use. The process allows for public involvement in transportation planning, for coordination with local and tribal governments and other agencies, and for transportation funding and management of the department. System plans are developed for individual modes of transportation. Through these plans, systemwide as well as specific facility needs are assessed along with prioritizing resources.

STIP Development

The STIP is a priority list of projects/programs to be carried out during the next three years (FY 2004-2006) by the Idaho Transportation Department. Also included are projects developed by each of Idaho's three metropolitan planning organizations (MPOs) located in Boise, Idaho Falls, and Pocatello and for the new MPOs located in Kootenai County, Lewiston, and Nampa.

STIP Development & Amendment Process

As required by 23 and 49, *Code of Federal Regulations* (CFR), regarding the Statewide Planning; Metropolitan Planning; Rules, the state shall develop a STIP. The STIP shall include:

- A list of priority transportation projects proposed to be carried out in the first three years of the STIP. This list must be in conformance with each MPO's Metropolitan Transportation Improvement Program (MTIP);
- Cover a period of not less than three years, but at state discretion cover a longer period. Projects beyond three years are for information purposes only and are not subject to or submitted for approval by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA);
- Contain only projects consistent with the policies stated in the department's 20-year *Idaho Transportation Plan*;
- In air quality nonattainment and maintenance areas, contain only transportation plans, programs, or projects found to conform to the applicable air quality improvement or maintenance plan.
- Be financially constrained by year and include sufficient financial information to demonstrate which projects are to be implemented using current revenues and which projects are to be implemented using proposed revenue sources while the system as a whole is being adequately operated and maintained;
- Contain all capital and noncapital transportation projects (including transportation enhancements, Federal Lands Highways projects, trails, pedestrian walkways, and bicycle transportation facilities), or identified phases of transportation projects;
- Contain all regionally significant transportation projects requiring an action by FHWA or FTA;
- Include for each project sufficient descriptive material; estimated total cost; amount of federal funds proposed to be obligated during each program year; for the first year, the proposed category of federal funds and source(s) of nonfederal funds; for the second and third years, the likely category or possible categories of federal funds and source(s) of nonfederal funds; and identified agencies responsible for carrying out the project; and
- For nonmetropolitan areas, include only those projects that have been selected in accordance with the project selection requirements.

Funding

Funds made available under 23 and 49 U.S.C. require the department to certify the STIP was developed in accordance with all applicable requirements of the Federal Transit Act, Title VI of the Civil Rights Act, sections related to disadvantaged business enterprises in FHWA- and FTA-funded projects, provisions of the American with Disabilities Act, and Idaho Administrative Procedures Act (IDAPA) 58.01.01.563-574, and sections of the Clean Air Act as applicable. In addition, we must certify the program was developed with public involvement and is consistent with the Metropolitan Transportation Improvement Programs.

Amendment Procedures

Requirements

- The STIP is a three-year document. Any addition or deletion of a project to the STIP requires an amendment.
- A change in project funding source across modes for projects within the existing STIP requires an amendment; e.g., the funding for a project changes from transit to highway or vice versa.
- A change in funding priority within the existing STIP among highway funded projects only or among transit-funded projects only **does not** require an amendment.
- Shifting existing projects within the STIP (first three years) will not require new public involvement since initial public involvement for the STIP covered the entire STIP time frame.

Approvals

Nonattainment areas:

- Amendments that involve projects that are defined as exempt per IDAPA 58.01.01.563-574 and 40 CFR Part 93 can be individually approved by the appropriate modal agency.
- Amendments that involve projects that are not exempt require joint FTA/FHWA approval per U.S. DOT FHWA Region 10 STIP Amendment Procedures Memorandum dated January 19, 1993.

Attainment areas:

- Amendments that deal only with highway project actions or transit project actions and which are not of an intermodal nature can be individually approved by the appropriate modal agency.
- Amendments that deal with funding across modes, or that involve projects of an intermodal nature or interest (including but not limited to, HOV facilities, park-and-ride lots, or car pools) require joint FTA/FHWA approval.

Copies of all approved amendments must be provided to the other agency for information and to ensure that each agency is maintaining the same up-to-date STIP document.

Public Involvement

- The addition or deletion of projects from the STIP will require public involvement only in the region affected by the project.
- “Minor” projects (e.g. projects that are defined as exempt in IDAPA 58.01.01.563-574 or do not require an environmental document) that were previously listed in the STIP but are programmed beyond the first three years will not warrant further public involvement by shifting such projects into the first three years, unless otherwise required by the Interagency Consultation Committee for the purposes of determining transportation conformity.
- “Major” projects (e.g. projects that would require an environmental document or are regionally significant in terms of air-quality impact) that were previously listed in the STIP but are programmed beyond the first three years will require further public involvement before they can be shifted into the first three years, unless otherwise required by the Interagency Consultation Committee for the purposes of determining transportation conformity.

The department has completed public involvement and considered public comments for the currently shown program.

Project Selection

The STIP is a three-year program with projects prioritized by year. This allows flexibility for the projects to move within the three-year time frame. The selection process may be concurrent with the project shift to the first year or may be a subsequent action. Any change in funding priority will require documentation that the state, MPO, or local agency responsible for project selection involved in the proposed changes has agreed to the proposed changes in funding priority. Projects originally in the first year must be implemented in the next year or accounted for in subsequent STIPs.